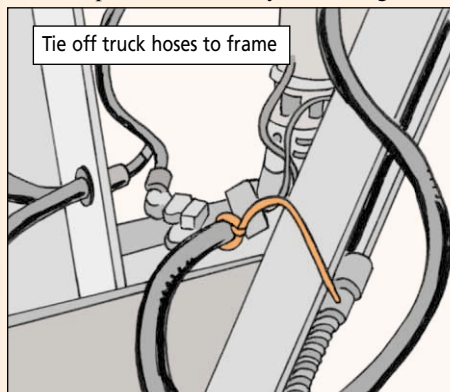


THE DIFFERENCE BETWEEN YOUR MICLIC BEING ON THE ROAD AGAIN OR SITTING BROKEN DOWN ALONG THE ROAD CAN BE AS SIMPLE AS HEEDING THIS TRAVELING ADVICE.



When you pull your MICLIC behind a tracked vehicle, tie the brake hoses to the trailer frame to keep them from dragging or getting torn off. You'll need the hoses to work the brakes when you pull the MICLIC behind a truck. When you use a truck, hook up the hoses, then tie up the hoses so they don't hang down.



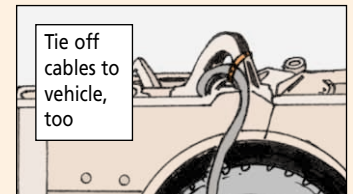
Tie off truck hoses to frame

Also tie off the electrical cables that go to the vehicle towing the MICLIC. The cables shouldn't drag the ground where they can catch on something and be ripped out. But you also should leave enough slack in the cables so that when the vehicle makes a sharp turn the cables won't be ripped loose. You may need to experiment with how much slack to leave in the cables and where the best places are to tie off the cables on the top of the truck or track. It's worth the trouble. The cables are expensive.

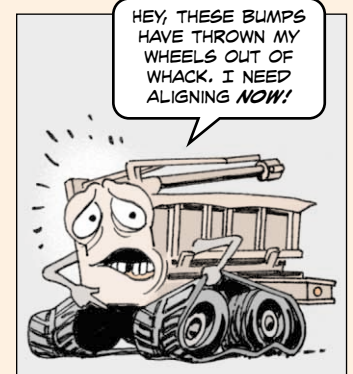
Keep brake hoses connected to keep dust and moisture out of the air brake system. When the MICLIC is just sitting, trailer brake hoses should be stored in the MICLIC trailer.

Because the MICLIC has both tires and track, it requires even more attention than the average vehicle. Rough country can quickly cause a wheel misalignment and before you know it a tire or track is ruined. Each track costs several thousand dollars.

Tie off cables to vehicle, too



HEY, THESE BUMPS HAVE THROWN MY WHEELS OUT OF WHACK. I NEED ALIGNING NOW!

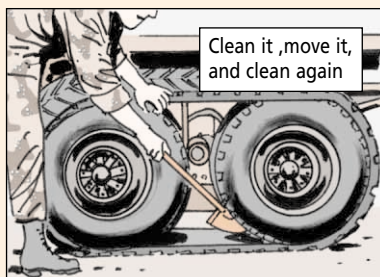
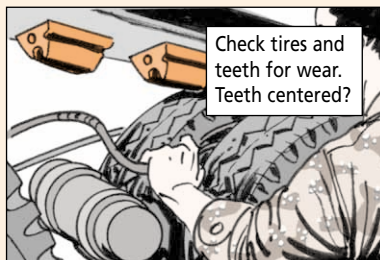


Before leaving the motor pool, check all 8 tires for gouges or bad wear, especially along the insides of the tires. Look at the track teeth for uneven wear. Check that the teeth are centered between the tires. If you spot problems, tell your mechanic. He can align the track with the procedure beginning on Page 4-38 in TM 9-2330-389-14&P.

The tire listed as Item 23 in Fig 5 in the -14&P is no longer available. Instead, order tire, NSN 2610-00-142-5389, and inner tube, NSN 2610-00-269-7373.

If you're traveling through heavy mud, clean between the tracks and tires at every stop. If too much mud gets packed between the track and tires, the track will come off. It's no easy job to get the track back on in the field.

Use the truck or APC pioneer tools to clean out the mud. Scrape out the mud, move the MICLIC forward and scrape out the rest.



REMEMBER, ANY TIME THE MICLIC GOES THROUGH DEEP MUD OR WATER THE WHEEL BEARING LUBE IS WASHED OUT.

WITHOUT LUBE, THE BEARINGS WILL SEIZE. LUBE THEM ASAP. THE LUBE CHART IS IN CHAPTER 3 OF TM 9-2320-389-14&P.



Make gradual turns and avoid dips. Turns that are too sharp let the back of the truck or track shear cables. Steep dips have the same result. If you can't avoid dips, take them slow.

### M113A3

In case you haven't heard, you need a tow pintle extension, NSN 2540-01-458-4846, if you tow the MICLIC with a M113A3. Without the extension, the M113A3 bangs the heck out of the trailer and eventually the trailer has to be replaced. You don't need the extension with the other versions of the M113.

